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CURRENT TRENDS IN SINO-SOVIET BLOC
CONSTRUCTION AND PROCUREMENT OF
MERCHANT AND FISHING VESSELS

EDIC/ID-30
1 April 1957

An Intelligence Summary
Prepared by an Ad Hoc Sub-Committee
of the Economic Defense Intelligence Committee
at the Request of the Executive Committee of the
Economic Defense Advisory Committee

State, OSD, Navy, Commerce declassification & release instructions on file

S E C R E T

~~S-E-C-R-E-T~~

Table of Contents

	<u>Page</u>
I. Introduction	1
II. Recapitulation of COCOM/CHINCOM Shipping Negotiations and Controls Currently in Effect .	3
III. Present Composition of the Sino-Soviet Bloc Merchant Fleets	6
IV. Soviet Bloc Capabilities for the Construction of Merchant Ships	7
V. Free-World Ship Construction for the Sino-Soviet Bloc	9
VI. Summary	16

~~S-E-C-R-E-T~~

List of Tables

		<u>Page</u>
1	Composition of Sino-Soviet Bloc Merchant Fleets as of 1 January 1957	17
2	Comparison of Sino-Soviet Bloc and World Merchant Fleets, by Type of Ships	18
3	Comparison of Sino-Soviet Bloc and World Merchant Fleets, Percentage Distribution by Age	19
4	Comparison of Sino-Soviet Bloc and World Merchant Fleets, Percentage Distribution by Speed	20
5	Sino-Soviet Bloc Naval Auxiliaries Capable of Being Used for the Carriage of Passengers and/or Cargo	21
6	European Soviet Bloc: Estimated Planned Increment to Cargo and Tanker Fleets, and Construction and Imports of Cargo and Tanker Type Ships, for 1956-1960	22
7	Comparison of Free-World Deliveries of Ocean-Going Ships to the Sino-Soviet Bloc with Total Free-World Deliveries of Ocean-Going Ships - 1955	23
8	Comparison of Free-World Deliveries of Ocean-Going Ships to the Sino-Soviet Bloc with Total Free-World Deliveries of Ocean-Going Ships - 1956	24
9	Deliveries of Ocean-Going Ships to the Sino-Soviet Bloc - 1955.	25
10	Deliveries of Ocean-Going Ships to the Sino-Soviet Bloc - 1956.	26
11	Comparison of Deliveries of Ocean-Going Ships to the Sino-Soviet Bloc from Free-World and Sino-Soviet Bloc Countries, by Ship Types and Relative Percentages of GRT Totals - 1955	27

S-E-C-R-E-T

List of Tables (Cont'd)

	<u>Page</u>
12 Comparison of Deliveries of Ocean-Going ships to the Sino-Soviet Bloc from Free-World and Sino-Soviet Bloc Countries, by Ship Types and Relative Percentages of GRT Totals - 1956	28
13 Deliveries of Ocean-Going Ships to the Sino-Soviet Bloc from Free-World Countries - 1955	29
14 Deliveries of Ocean-Going Ships to the Sino-Soviet Bloc from Free-World Countries - 1956	30
15 Deliveries of Ocean-Going Merchant Ships to the Sino-Soviet Bloc from Sino-Soviet Bloc Countries - 1955	31
16 Deliveries of Ocean-Going Merchant Ships to the Sino-Soviet Bloc from Sino-Soviet Bloc Countries - 1956	32
17 Ocean-Going Ships under Construction for the Sino-Soviet Bloc in Free-World Countries - 1 January 1957.	33
18 Ocean-Going Ships on Order for the Sino-Soviet Bloc in Free-World Countries - 1 January 1957	34

S-E-C-R-E-T

S-E-C-R-E-T

INTRODUCTION

The U.S. intelligence community has been requested by the EOAC structure to assemble the necessary background information for evaluating current controls imposed by free world countries on shipbuilding and shipping services for the Sino-Soviet Bloc. The following paper is the response to that request.

Certain qualifications must be made at the outset of the study, reflecting the peculiarities of free world controls on strategic trade with the Bloc and the adequacy of informational resources for this undertaking in the time allowed.

The controls which are referred to in this paper are standards commonly agreed upon by the Participating Countries (PC's) of COCOM/CHINCOM but enforced in their several jurisdictions in line with their own respective national laws and regulations. In other words, detailed enforcement of a COCOM control standard may mean the actual subjection of a particular contract to more scrutiny by the licensing authorities of one PC than of another. Vicariously, the standard of these COCOM/CHINCOM controls can also be applied to most other non-PC free world countries in the shipping field since they tend to follow the lead of the major shipbuilding and shipping nations of the world, all of which are PC's (see, e.g., the alignment of the regulations of Panama, Costa Rica, and Liberia as regards ship sales and shipping services with strict U. S. controls).

To Communist China, CHINCOM controls deny virtually all shipping (see Section II "Recapitulation of COCOM/CHINCOM Shipping Negotiations and Controls Currently in Effect"). This fact should be kept in mind in the perusal of this paper because it provides an indication of the limitations for Communist China as regards acquisition of shipping from other Bloc sources and also the extent to which Communist China is compelled to resort to the services of free world shipping for the carriage of commodities in her trade which are not subject to free-world embargoes.

One purpose of this paper then will be the analysis of the present size and composition of the Sino-Soviet Bloc merchant fleets and to establish a comparison with the merchant fleets of the free world. Another aim of this study is to forecast for the near future likely

~~S-E-C-R-E-T~~

trends in the growth and composition of the Sino-Soviet Bloc merchant fleets, both from intra-Bloc construction and by projected acquisitions from the free world. Some attention will also be given to the relatively small amount of shipping which the Bloc has constructed or will be constructing for export to the free world.

Admittedly, it would be useful for officials concerned with the formulation of shipping controls to have readily available, along with these data, forecast of actual Sino-Soviet Bloc shipping requirements for the carriage of goods and persons. ECE and ECAFE reports, NATO estimates and U.S. intelligence studies have, from time to time, provided guidance for the estimation of Soviet Bloc shipping requirements. A comprehensive analysis of shipping requirements for the Sino-Soviet Bloc ocean-borne trade, undertaken in conjunction with the present paper, has not advanced sufficiently to be included here.

In U.S. policy, consideration of Bloc shipping capabilities is important from the viewpoint of security. The Free World has denied to the Bloc in recent years only warships and the most strategic types of merchant and fishing vessels. Nevertheless, through elaborate negotiations and continued surveillance of Bloc shipping capabilities, the Bloc has often been compelled either to pattern its planning around Free-World controls or to attempt a breaching of these controls by major propaganda and diplomatic efforts. Current efforts to revise COCOM/CHINCOM controls appear to have reached a stage now in which the shipping field may also be subjected to a new look. This study, with the qualifications mentioned above, is intended to provide the intelligence background for such an effort.

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10

RECAPITULATION OF COCOM/CHINCOM SHIPPING NEGOTIATIONS AND
CONTROLS CURRENTLY IN EFFECT

A. COCOM Negotiations and Controls Currently in Effect

The United States has sought since the inception of COCOM controls on shipping to obtain a degree of control over the construction, sale and chartering of ships to the European Soviet Bloc which would satisfy U.S. concepts of the strategic importance of ships and shipping services to the Soviet Bloc's potential to wage war on the West. In COCOM the United States has taken the position that all ships are potential weapons of war and should not be supplied to the Bloc. Other COCOM countries are of the opinion that the strategic importance of ships is a matter of degree and that the less strategic types of ships should not be controlled to the Bloc except on a quantitative basis, or should be free of COCOM controls. As a consequence of the difference in assessments of strategic importance between the United States and other COCOM member countries, the division of various categories of ships between Lists I, II and III represents a series of compromises among the COCOM countries. In the negotiation of the control lists the United States has had to accept some security risk in respect to overall control on vessels in order to reach agreement with the other Participating Countries. For example, the U.S. was forced to accept the principle of quantitative control on merchant vessels when other COCOM members insisted that they must be permitted to sell merchant ships to the European Soviet Bloc countries in order to maintain their shipbuilding industries or to trade for needed materials from the USSR and the Satellites.

Despite the conflicts in COCOM on the strategic importance of various other categories of ships, the shipping items on the present List I (Embargo) were carefully defined in various bilateral, trilateral, and COCOM plenary discussions in the Winter of 1953 and Spring of 1954. These vessels are considered directly useful in support of a war effort. In addition to warships, other ships of a type which could most readily support military operations i.e. tankers, passenger ships, and ships suitable for naval auxiliaries are not to be constructed for or sold to European Bloc countries. Although the coverage of the most strategic types of ships under List I is good, the U.S. would have also embargoed certain types of dredges and merchant vessels of more than 7,000 GRT independent of speed, or having an operating speed loaded of more than 12 knots. In the most recent negotiations (1955) the U.S. sought embargo listing of merchant ships having a speed of 15.5 knots under the most favorable conditions. However, each time the question of an embargo speed cutoff for merchant ships has been discussed the commercial interests of one or more COCOM members has prevented agreement.

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As a consequence of the U.S. having been forced to accept List II (Quantitative) control for merchant ships, the principal area of difficulty at the present time is in respect to List II shipping controls, particularly in reaching agreement on an effective limitation on the quantity of vessels to be supplied the European Bloc. List II items may be supplied the Bloc either in accordance with an agreed quota for the item or in accordance with the "3(d)" principle of COCOM Document No. 470 which in effect leaves the decision to the particular country concerned.

COCOM Participating Countries have not been able to reach agreement on annual or biennial tonnage quotas for List II merchant vessels (including provisions for the thorny problem of quota-carry-overs) nor on a speed limitation on merchant ships constructed or sold to the Bloc. At the present time the only obligation on member countries is to consult COCOM before supplying the Bloc with merchant vessels of more than 7,000 GRT, or having an operating speed loaded of more than 12 knots. However, the requirement to pre-consult is not a restraint on member countries because the power of decision whether or not to supply remains with the particular country even if other members of COCOM are opposed to the transaction. With respect to other merchant vessels, the obligation of the PC's is nothing more than to report the construction and sale of ships to the Bloc.

List III controls on ships pertain exclusively to small vessels and no particular action is required of exporting countries so long as shipments do not reach unusual quantities.

B. Unresolved Issues in COCOM Shipping Controls

1. Speed limitation on merchant vessels. The U.S. has favored embargo listing for vessels above an agreed speed, but in the most recent discussion on this problem the U.S. has indicated a willingness to accept List II coverage of ships capable of a speed of 15.5 knots or more provided that PC's would undertake to abide by COCOM decisions on proposed sales.

2. Quota for List II merchant ships. Despite the submission of various quota proposals by different COCOM countries, some of which specified a tonnage figure in excess of the amount likely to be supplied the Bloc, the opposition of one or more PC's has each time prevented an agreement.

3. No definitive understanding has been arrived at in respect to permissible repairs on List I vessels belonging to European Soviet Bloc countries.

-4-

S-E-C-R-E-T

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C. Transportation Controls

COCOM PC's in 1951 agreed that there was no bareboat chartering of List I vessels to the Soviet Bloc at the time. Since then they have maintained an understanding that also in the future they would not undertake any bareboat chartering which would be in contravention of controls on sales.

The U.S. at one time sought to prevent long-term or voyage chartering of all types of vessels to the European Soviet Bloc on the ground that shipping services contributed directly or indirectly to the Bloc's war potential. Other COCOM members, however, were of the opinion that controls on maritime transportation other than bareboat chartering, which could frustrate the controls on sales of ships, were inappropriate activities for COCOM. They believe that such limitations on transportation services would in effect be an economic warfare measure and not a strategic control. In spite of this unwillingness of the other COCOM members to forbid long-term or voyage chartering of vessels to European Soviet Bloc countries, the chartering of List I ships has not in fact occurred. Long-term or voyage chartering of List II vessels to the USSR or the European Satellites is common. The other PC's have also been unwilling to prevent the carriage of strategic goods on their ships in traffic between countries not members of COCOM and the European Soviet Bloc, or between one Bloc country and another.

D. Controls on Ships and Shipping Services to Communist China

The PC's of COCOM/CHINCOM have imposed more stringent controls on the supplying of ships and transportation services to Communist China in consequence of the UN embargo resolution against that country. All types of new and used ships covered in any manner by the specifications of the International and China Special Lists are embargoed to Communist China. There is also an understanding that PC's will not permit Communist China to charter merchant ships under their flags or from their nationals. Finally, the principal maritime PC's have unilaterally instituted controls which prohibit ships registered under their respective flags from carrying embargoed commodities to Communist China from any country of origin. Greek regulations prohibit Greek flag vessels from calling at Communist Chinese and North Korean ports, and U.S. Transportation Orders T-1 and T-2 prohibit U.S. flag vessels from carrying commodities identified on the U.S. Positive List to any part of the Sino-Soviet Bloc without prior authorization, and further prohibit U.S. flag vessels from calling at any port in Communist China and North Korea.

-5-

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PRESENT COMPOSITION
OF THE SINO-SOVIET BLOC MERCHANT FLEETS

According to the latest ONI tabulation, the Sino-Soviet Bloc merchant fleets consist of some 1,075 ships (over 1,000 GRT) totalling 3,583,833 GRT. This represents slightly less than 4% of total world merchant ship tonnage. The USSR merchant fleets account for 843 ships totalling 2,877,183 GRT, Poland for 83 ships totalling 330,400 GRT, and Communist China for 117 ships totalling 285,088 GRT. Bulgaria, Czechoslovakia, East Germany, and Hungary, account for the residual 27 ships of 91,162 GRT. The USSR is the only Soviet Bloc country with a sizeable tanker fleet, although its 88 tankers totalling 450,294 GRT represent less than 2% of the world tanker tonnage. Table 1 provides a breakdown of the Sino-Soviet Bloc merchant fleet by type of ship, size, speed, and age. Tables 2 - 4 provide comparisons of this fleet with the total world merchant fleet by number and GRT of ship types, and by percentage distributions on the basis of age and speed. In order to round out the picture of Sino-Soviet Bloc merchant shipping availabilities, Table 5 provides a breakdown of Bloc naval auxiliaries of 500 SDT and over which can be used in the carriage of passengers and cargo.

It will be noted from Table 1 that much of the Sino-Soviet Bloc merchant fleets tonnage consist of small ships, many of which are slow, and, by western standards, considered over-age. Current shipbuilding programs within the Bloc and procurement efforts from the Free-World seek to redress this situation.

The comparison of the Sino-Soviet Bloc and total world merchant fleets (Table 2) provides further indication of the marginal extent of the Bloc fleets and the relatively minor part it plays in the total world shipping picture. The comparative age and speed profiles of the Sino-Soviet Bloc and total world merchant fleets (Tables 3 and 4) show that the Bloc fleets also are less efficient than those of the Free World.

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FOR THE CONSTRUCTION OF MERCHANT SHIPS

Analysis of the Sixth Five-Year Plan and other data indicates that the USSR, Poland, East Germany, and Hungary plan to add approximately 2,078,000 deadweight tons (DWT) ^{1/}(1,588,000 GRT) of cargo vessels and tankers to their maritime fleets during the period 1956-1960. ^{2/} Information is not available on which to base an estimate for the remainder of the Bloc countries including Communist China. The requirements for the remaining European Satellites is negligible. During China's First Five-Year Plan, which ends in 1957, it added few vessels to its ocean-going fleet. Although it is expected that a greater tonnage will be added to its maritime fleet during the next five-year plan, no estimate of additions based on possible construction plans can be made at this time. China has also the capability to construct tonnage for its own use, possibly offsetting its demand.

Analysis of Plan and other data indicates that the USSR, Poland, East Germany, and Hungary plan to construct approximately 2,225,000 DWT (1,725,000 GRT) of cargo ships and tankers during the period 1956-1960. Planned production exceeds planned fleet increments by 148,000 DWT (114,000 GRT). ^{3/} Moreover, the Bloc will acquire about 339,000 DWT (270,000 GRT) of cargo ships and tankers from non-bloc countries. If all production plans are met, the excess production together with imports will make available bloc-constructed ships of 487,000 DWT (373,000 GRT) for distribution within the Bloc to China, other European Satellites, and for sale on world markets. For example, Poland is reportedly under contract to build 35,600 DWT of cargo ships for Brazil. Because of Soviet efforts at economic penetration in small underdeveloped countries, it can be expected that ships of small tonnage, built in the Satellites, will be offered for sale to these countries.

- ^{1/} The term deadweight tons (metric tons) used in this report is cargo carrying capacity, as opposed to the difference in weight between light ship and full load.
- ^{2/} The increments to the maritime fleet are confined, in this report, to cargo and tanker types. Harbor vessels, dumb barges, passenger ships, refrigerator ships, and auxiliary types are not included for the reason that a negligible amount of freight is moved therein. The exclusion of refrigerator ships is based on the past use of this class of ship almost exclusively in the fishing industry rather than for transportation of other perishable cargoes.
- ^{3/} It is not entirely clear from the wording of the Plans whether the planned increment to the fleets refers to net or gross additions. If it refers to net additions, at least part of the planned excess production may be necessary to replace retired tonnage.

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Although refrigerated vessels are not included in this estimate, see footnote 2 on page 1, the USSR and East Germany plan to produce about 40,000 DWT and the USSR plans to import about 31,000 DWT from non-bloc countries.

The planned production of maritime vessels in the USSR indicates yearly increases of slightly over 5 percent over the 1955 output. This yearly increase can be accomplished without curtailing the 1955 rate of output of naval vessels of approximately 200,000 standard displacement tons. It is believed at this time that the USSR will fulfill its maritime production plan.

Between 1949 and 1955 Poland, the principal producer of maritime vessels in the Sino-Soviet Bloc with exception of the USSR, produced 297,000 DWT of maritime vessels. In 1955 alone it produced over 102,000 DWT. The planned production for the current Five-Year Plan is almost 700,000 DWT. Because the new plan includes larger and faster vessels of a type not heretofore built in Poland and while the reported 1956 output shows some increase over the 1955 output, it is doubtful that the overall plan will be fulfilled. Further complications may arise because of the lack of indigenous production of large diesel propulsion engines. The Soviet Bloc has not satisfactorily built diesels larger than about 2,500 HP. Negotiations have been underway for some time to obtain engines from non-bloc countries. Poland procured during the past Polish six-year plan seven 8,000 HP diesel engines from Italy, for installation in the 10,000 DWT-Class now building in Poland. Poland, in 1956, obtained license from Switzerland to build Sulzer diesels of unspecified horsepower, and has also placed contracts with the Sulzer firm for diesel engines. In 1956, Poland purchased five six-cylinder diesels of 4,800 HP each from West Germany for installation in the 6,000 DWT-Class cargo vessels now building in Poland.

The production capability and possible plan fulfillment in East Germany is less clear. East Germany during the period 1951-55 produced possibly less than 100,000 DWT of maritime cargo and tanker types. Like Poland, the current five-year program includes larger vessels not heretofore built by East Germany. The current program is being delayed because of lack of satisfactory diesel propulsion engines. At present there are three or four 10,000 DWT cargo vessels that have been launched but cannot be completed because of lack of diesel engines. Again, like Poland, East Germany has negotiated with Western countries for the procurement of diesel engines. Overall plan fulfillment by East Germany is highly unlikely.

It is estimated, however, that the overall planned increment to the maritime fleet will be met with only two-thirds plan fulfillment by the three satellite countries.

- 8 -

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V

FREE WORLD SHIP CONSTRUCTION FOR THE SINO-SOVIET BLOC

A. Tonnage Currently Constructed or RepairedNew Construction 1955-1956

The construction of merchant and fishing vessels for the Sino-Soviet Bloc has never occupied more than a marginal share of total free-world shipping construction, although to certain countries and to particular shipyards such construction has been of great importance. Tables 7 and 8 provide a comparison of total free-world deliveries of ocean-going ships with free-world deliveries to the Sino-Soviet Bloc for the years 1955 and 1956 respectively. It will be noted from these tables that shipbuilding for the Bloc was of national economic significance only in Finland, where the USSR takes virtually all of the ship construction, and to a much lesser degree in Belgium and Denmark, where building for the Bloc amounted to 11% and 5% respectively in 1955, and 9% and 6% in 1956. On an over-all basis, shipbuilding for the Soviet Bloc amounted to less than 3% of the 1955 free-world shipbuilding total of over 4.5 million GRT, and 1956 total of almost 6 million GRT.

While Soviet-Bloc orders were on the whole not of major importance to the contracting free-world countries, the ships received under these contracts represented a considerable portion of the annual tonnage increment to the Soviet Bloc merchant fleet. Tables 9 to 12 provide a comparison of free-world and Soviet Bloc deliveries of new ships to the Soviet Bloc merchant fleets for 1955 and 1956 respectively. Of the total gross tonnage supplied, free-world deliveries accounted for 26% and 28% in 1955 and 1956 respectively, these portions being supplied equally by COCOM and non-COCOM countries. Free world deliveries consisted primarily of dry cargo ships, refrigerator ships, and fishing vessels, since passenger ships and tankers are embargoed under COCOM regulations. Of particular importance to the Soviet Bloc, over and above the actual tonnages of free-world construction delivered, is the fact that free-world shipyard facilities and labor have wide technical and technological experience and know-how and can generally be depended upon to deliver their ships within the stipulated contract time. This has been especially significant in view of the often lengthy delivery delays encountered particularly in satellite shipyards.

-9-

S-E-C-R-E-T

S-E-C-R-E-T

Tables 13 and 14 detail 1955 and 1956 free-world deliveries of new merchant ships and fishing vessels to the Sino-Soviet Bloc. Total tonnages delivered increased from 50,000 GRT in 1951 to 170,000 GRT in 1956. Of these, COCOM countries delivered 17,000 in 1951 and 107,000 GRT in 1956. (For the sake of comparison, Tables 15 and 16 summarize Bloc deliveries of new merchant ships to the Sino-Soviet Bloc fleets for 1955 and 1956 respectively) Despite repeated Soviet Bloc efforts to place orders for embargo-type ships in COCOM countries (tankers in Denmark and whaling factories in the Netherlands), no firm contracts for such ships were signed during 1955-1956. Finland was the only free-world country to construct tankers for the Bloc during this period. Free-world shipbuilding for the Bloc during 1955 consisted largely of refrigerator ships and fishing vessels, which together accounted for 55% of the total construction of 115,000 GRT. Dry cargo ships and tankers accounted for 25% and 11% of total construction, respectively, the remainder consisting of dredges, tugs, and other miscellaneous vessels. The emphasis on refrigerator ships and fishing vessels, which continued through 1956, reflects the Post-Stalin Bloc expansion of consumer goods industries. Of interest in 1956 free-world deliveries to the Sino-Soviet Bloc is the appearance of larger type dry cargo ships which comprised 30% of total deliveries. The first orders for this type of vessel had been placed in 1953 (3 combination icebreaker dry cargo ships in the Netherlands) and additional orders during 1955 and 1956 are indicative of the Bloc's previously noted (Section IV) interest in expanding its dry cargo fleet in line with increased needs to service the rapidly developing Far Eastern areas, trade expansion in general, and economic penetration efforts in particular.

Tables 15 and 16 provide a breakdown of merchant ship and fishing vessels currently under construction and on order respectively, in free-world countries. These tables clearly indicate the Bloc's continued and increasing interest in procuring the larger types of dry cargo ships which account for over 60% of the total tonnage.

Sales of Second-Hand Ships

While free-world deliveries of new construction tonnage to the Sino-Soviet Bloc has increased considerably during 1955 and 1956 over the preceding years, in part due to the completion of orders previously placed, sales to the Bloc of second-hand tonnage have shown a marked decline from a high of almost 110,000 GRT in 1951 to 19,000 GRT and 17,500 GRT in 1955 and 1956 respectively. Bloc efforts to obtain second-hand tonnage at this time appear to be restricted to spot purchases as particular needs arise, and there is no indication of any sustained effort to obtain second-hand ships.

10-

S-E-C-R-E-T

S-E-C-R-E-T

Repairs

Free-World repairs of Sino-Soviet Bloc ships, which previously had been considerable, fell off rather sharply during the past two years. The one outstanding exception to this is the Rumanian TRANSYLVANIA, which is still undergoing "extensive repairs" in Yugoslavia, after such repairs had been turned down in various COMCON countries.

-ii-

S-E-C-R-E-T

S-E-C-R-E-T**B. Estimate of Future Trends in Free-World Ship Construction for the Sino-Soviet Bloc****Sino-Soviet Bloc Plans for Merchant Fleet Expansion**

Soviet Bloc Plans for 1956-1960, as shown in Section IV above, call for a total construction of 1,351,760 GRT of cargo ships and 366,600 GRT of tankers. The following statistics are based on Table No. 6. In addition, orders placed by the European Soviet Bloc in non-Bloc countries which are either now in the process of fulfillment or on which some deliveries have already been received, total 221,400 GRT of dry cargo ships and 12,400 GRT of tankers.

The foregoing figures as such do not provide a complete picture, however, of the projected increment in the Soviet Bloc merchant fleets. Of the total of 1,351,760 GRT cargo ships, slightly more than a half are to be built for the producing countries and the remainder is available for exports to other Bloc countries, and to the free-world. According to present information, only 27,640 GRT of Polish cargo ships are scheduled as construction for export to non-Bloc countries.

The planned increment figure for cargo ships in the Soviet Bloc maritime fleets for 1956-1960 appears to be lower (1,209,400 GRT) than the planned indigenous Bloc production figure. If construction plans are nearly fulfilled, this would point to an exportable surplus of cargo ship tonnage to be constructed in the next few years. The paradoxical element in this picture is, however, the scheduled import from non-Bloc countries of 221,400 GRT of cargo ships which has been projected for the period 1956-1960 as mentioned above. The paradox can be explained by the fact that procurement of ships from the free world reflects in all instances Bloc preference for special technical developments available only in ships built in free-world yards, or contracts dictated by foreign policy or propaganda requirements, or both. The type of ships of which the Bloc might have an exportable surplus presumably would not incorporate advanced technical features.

All of the tanker tonnage projected for construction for the period 1956-1960 is to be added to the merchant fleets of the producing countries. The gap between indigenous Bloc tanker construction and the projected Bloc tanker fleet increment is to be closed exactly by the planned procurement of 12,400 GRT from non-Bloc sources (Finland).

Production Problems and Plan Fulfillment

From the foregoing it can be seen that particularly in the dry cargo ship field the Bloc is likely to be able to meet fleet increment goals for 1956-1960 even if plan fulfillment in the Satellites should come up to only 75% of projected construction goals. As indicated in

1/ To the extent that planned tonnage increments refer to net additions to the respective maritime fleets, at least a part of this exportable surplus may be required to replace broken-down tonnage.

-12-

S-E-C-R-E-T

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greater detail in Section IV above, Satellite ship construction, in the past few years, has fallen considerably short of plan goals although shipyard facilities as such are fairly adequate. It may reasonably be expected that Satellite construction during the current plans will again fall short of goals, due in part to the lack of indigenous production of adequate propulsion machinery and the general delays and disruptions in industry resulting from continued political unrest.

A case in point is East Germany. According to numerous reports, East Germany continues to be unable to meet construction goals for 10,000 ton DWT freighters due to her inability to iron out the difficulties encountered in producing the 2,400 h.p. Diesel propulsion machinery. It is exactly this larger type of ship which figures prominently in future Bloc production plans so that the procurement problems for propulsion machinery may also be assumed to persist.

The political upheavals in the European Satellites of last year and particularly the economic readjustments which Poland has been undertaking, are likely to affect the implementation of Polish merchant shipbuilding plans. In many instances it will only be necessary to import propulsion machinery * and other special equipment to assure fulfillment of planned merchant fleet increases, but the placement of some orders for larger ocean going dry-cargo ships may be attempted in free-world yards if Poland's foreign exchange position is adequate for the task.

On the basis of past performance as regards facilities and required imports there is no reason to anticipate any inability of the USSR in meeting its planned merchant ship production goals.

Bloc Building Orders for Free-World Ship Yards

Information to date is incomplete as to the exact volume of the building orders which the European Bloc will place pursuant to 1956 procurement plans for the period 1956-1960. Even for trade agreements which received some publicity, such as the Russo-French trade agreement of 1954 which provided for the eventual delivery of 16 merchant ships, 6 of which were delivered in 1956, no further information is available on exact details of additional implementing contracts. Similarly, under the Russo-Finnish trade agreement of 1956, a larger number of ships appears to be scheduled for delivery but verifiable details are not available.

* While Poland recently obtained patent rights to produce the Swiss Sulzer diesel engine (see Section IV above), it takes a considerable length of time to develop the necessary production facilities so that actual Polish production of these engines is not expected for several years.

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Many of the orders placed by the European Soviet Bloc in Free-World yards have been dictated, as regards timing or extent, by political as well as economic motives. A prominent case of this type have been the repeated attempts of the USSR to include additional tankers in the list of goods to be supplied by Denmark pursuant to trade agreements. Free-world shipyards in the principal producing countries now have order backlogs reaching to 1962, a situation which might persist even longer if shipyard strikes of longer durations should occur in the future. This might further increase the premiums for placing construction orders which in the past the Bloc has usually been able to place. Greatest pressure from the European Bloc for acceptance in the free-world of additional construction is likely to be concentrated on highly specialized craft such as the ice-breaker cargo ships now under construction or on order in the Netherlands.

Orders for refrigerator tonnage now constitute a large share of Bloc shipbuilding orders in free-world yards. There may be repeat orders on some of these contracts for subsequent years from free-world sources.

It is not to be anticipated that tanker tonnage will be procured from COCOM countries as long as the COCOM embargo continues.

Fishing Vessels

The USSR fishing fleet, which is the largest component of the Sino-Soviet Bloc fishing fleet, consisted of approximately 1,100,000 GRT in 1956. The size of the fleet and particularly the rate of its projected increases usually are made contingent on Soviet Bloc fish catch goals. The most significant developments in this respect are continued increases for the fishing fleets in European waters for fishery operations and as stand-by units for war service (mine sweepers, radar pickets); the greatly expanded fishery activities of the Soviets in the waters north of the Japanese isles in the Far East, including pelagic sealing toward the Bering Strait; and more numerous whaling expeditions to the Antarctic (which is governed in turn by the number of fish factories and tanker tonnage available).

In the post World War II period there has been a steady increase in the indigenous Bloc construction of fishing vessels but even this increase has not satisfied the full demand of ships required to meet fishery production goals. Particularly after the post-Stalin shift in Bloc policies from emphasis of capital goods production to consumer goods, the Bloc began to place large orders for all types of fishing

~~S-E-C-R-E-T~~

~~S-E-C-R-E-T~~

vessels in free-world countries to boost the rate of fishing fleet additions. The largest number of orders for fishing vessels in the free-world appears now to have been placed but it is likely that at least some additional new orders will continue to be placed in free-world ship yards, particularly for fishing vessels specializing either in catching or in processing devices.

Procurement of Second Hand Ships

No estimates can be made of likely future purchases, by the Sino-Soviet Bloc, of second-hand ships in free-world countries. As stated earlier, used merchant ship procurement in recent years (1955-1956) has been infrequent, and was limited to a few units purchased by Satellite countries (Bulgaria and Poland). It may be expected that the USSR will continue to concentrate chiefly on the acquisition of new ships, but occasional purchases of second-hand tonnage, particularly by the Satellites, cannot be ruled out.

- 15 -

~~S-E-C-R-E-T~~

~~S-E-C-R-E-T~~

VI

SUMMARY

It is difficult to assess the current impact of free-world controls over shipbuilding and shipping services on Soviet Bloc planning in the shipping field. There is reason to believe that these controls were in the past at least partially responsible for the timing and phasing of the Russian Kazbek-class tanker building program. To the extent that the Bloc has been able to adjust to the control system, or has been able to circumvent it by placing orders for embargo-type ships in non-COCOM countries, e.g., Finland, the effectiveness of this system has been mitigated. On the other hand, however, the very pressure which the Bloc continues to bring to bear on countries adhering to the COCOM embargo on ship sales and other shipping controls, seems to be an indication that these controls may still represent fairly significant harassment.

The Soviet Bloc has sufficient shipyard facilities for currently planned construction of merchant and fishing vessels. However, there are weaknesses in the Bloc shipbuilding picture. Particularly the satellite countries are deficient in some technological know-how, and as yet neither the Satellites nor the USSR have been able to produce the larger diesel propulsion machinery required for larger and faster ships. As of this time, the lack of such machinery appears to present the major obstacle facing Satellite fulfillment of planned shipbuilding goals. On the basis of current estimates, however, the Soviet Bloc as a whole will be able to meet the planned increment to its maritime fleet.

-16-

~~S-E-C-R-E-T~~

S-E-C-R-E-T

Tables

NOTE: Unless otherwise specified the information contained in the following tables is based on various classified reports.

S-E-C-R-E-T

Table 1

COMPOSITION OF SINO-SOVIET BLOC MERCHANT FLEETS
AS OF 1 JANUARY 1957 (SHIPS OVER 1000 GRT)

	TOTAL		CARGO		TANKER		PASSENGER & COMBINATION		MISCELLANEOUS	
	NUMBER	GRT	NUMBER	GRT	NUMBER	GRT	PASSENGER	CARGO	NUMBER	GRT
TOTAL FLEET	1,075	3,583,833	784	2,471,504	99	470,717	144	486,697	48	154,915
A. SIZE BREAKDOWN										
1,000 - 2,999										
1,000 - 2,999	639	1,184,119	476	911,033	43	57,012	88	141,422	32	74,652
3,000 - 4,999	206	765,841	159	593,856	6	21,741	30	108,854	11	41,390
5,000 - 6,999	107	632,255	86	502,633	7	44,805	16	67,892	3	16,925
7,000 - 9,999	114	876,016	62	453,903	43	347,159	8	67,778	1	7,176
10,000 OVER	9	125,602	1	10,079	0	-0-	7	100,751	1	14,772
TOTALS	1,075	3,583,833	784	2,471,504	99	470,717	144	486,697	48	154,915
B. SPEED BREAKDOWN										
UNDER 10 KTS	334	806,980	277	651,999	17	44,385	28	63,747	12	46,849
10 - 12	625	2,209,489	442	1,525,880	80	409,324	75	186,492	28	87,813
13 - 15	83	357,103	51	214,383	2	17,008	30	125,712	-0-	-0-
16 - 17	19	140,805	12	73,184	-0-	-0-	8	82,293	-0-	-0-
18 OVER	5	38,383	1	3,258	-0-	-0-	3	28,453	-0-	-0-
UNKNOWN	9	23,073	1	2,820	-0-	-0-	-0-	-0-	8	20,253
TOTALS	1,075	3,583,833	784	2,471,504	99	470,717	144	486,697	48	154,915
C. AGE BREAKDOWN										
UNDER 10 YRS	407	1,224,021	276	750,812	65	342,607	40	66,252	26	64,350
10 - 20	191	792,905	119	641,845	16	23,352	22	113,905	4	13,803
21 OVER	476	1,564,077	358	1,076,027	18	104,758	82	306,540	18	76,762
UNKNOWN	1	2,820	1	2,820	-0-	-0-	-0-	-0-	-0-	-0-
TOTALS	1,075	3,583,833	784	2,471,504	99	470,717	144	486,697	48	154,915

S-E-C-R-E-T

S-E-C-R-E-T

Table 2

COMPARISON OF SINO-SOVIET BLOC AND WORLD MERCHANT FLEETS, BY TYPE* OF SHIPS
(OCEAN-GOING SHIPS OVER 1,000 GRT)

TYPE OF SHIP	WORLD FLEET		SINO-SOVIET BLOC FLEET		SINO-SOVIET BLOC FLEET as % of WORLD FLEET	
	NO.	GRT	NO.	GRT	NO.	GRT
CARGO	11,815	57,687,837	785	2,471,504	7	4
TANKER	2,783	27,116,750	99	470,717	4	2
COMBINATION PASS. - CARGO	884	5,218,797	64	181,872	7	4
PASSENGER	662	5,553,878	80	304,825	12	6
MISCELLANEOUS	470	2,343,249	47	154,915	10	7
TOTAL	16,614	97,920,511	1075	3,583,833	7	4

* Sino-Soviet Bloc tonnage as of 1 January 1957, World tonnage as of 30 November 1956

S-E-C-R-E-T

S-E-C-R-E-T

Table 3

COMPARISON OF SINO-SOVIET BLOC AND WORLD MERCHANT FLEETS
PERCENTAGE DISTRIBUTION BY AGE *
(OCEAN-GOING SHIPS OVER 1,000 GRT)

AGE	SINO-SOVIET BLOC FLEET		WORLD FLEET	
	% of NO.	% of GRT	% of NO.	% of GRT
Under 10 years	38	34	31	36
10 - 20 years	18	22	34	45
Over 20 years	44	44	35	19
TOTAL	100	100	100	100

* Sino-Soviet Bloc Statistics as of 1 January 1957, World Statistics as of 31 ^{November} December 1956

S-E-C-R-E-T

Table h

COMPARISON OF SINO-SOVIET BLOC AND WORLD MERCHANT FLEETS
PERCENTAGE DISTRIBUTION BY SPEED *
(OCEAN-GOING SHIPS OVER 1,000 GRT)

SPEED	SINO-SOVIET BLOC FLEET		WORLD FLEET	
	% of NO.	% of GRT	% of NO.	% of GRT
Under 10 knots	32	23	12	6
10 - 12 knots	50	62	52	47
13 - 15 knots	8	10	24	30
Over 16 knots	2	5	12	17
TOTAL	100	100	100	100

* Sino-Soviet Bloc statistics as of 1 January 1957; World statistics as of 31 December 1953 (the latest readily available breakdown). In view of the fact that the current trend in free-world shipbuilding is towards faster ships, it may readily be assumed that the average speed of the World Fleet has increased.

S-E-C-R-E-T

S-E-C-R-E-T**Table 5**

**SINO-SOVIET BLOC NAVAL AUXILIARIES CAPABLE OF
BEING USED FOR THE CARRIAGE OF PASSENGERS AND/OR CARGO
(500 SDT and up) ***

<u>TYPE OF SHIP</u>	<u>NUMBER OF SHIPS</u>
Miscellaneous Auxiliaries (AG) **	24
Surveying Ships (AGS) **	10
Cargo Ships (AK) **	49
Oilers (AO) **	18
Submarine Tenders (AS/ASL) **	15
Transports (AP) **	4
TOTAL NAVAL AUXILIARIES	<u>120</u>

All but 3 of the above ships are over 10 years of age, and all but 16 are rated at speeds of less than 13 knots.

* Detailed tonnage information is not available.

** U.S. Navy equivalent.

S-E-C-R-E-T

Table 6

EUROPEAN SOVIET BLOC: ESTIMATED PLANNED INCREMENT TO CARGO AND TANKER FLEETS,
AND CONSTRUCTION AND IMPORTS OF CARGO AND TANKER TYPE SHIPS, FOR 1956-1960 (GRT)

COUNTRY	PLANNED INCREMENT TO DRY CARGO AND TANKER FLEET		PLANNED CONSTRUCTION		INDIGENOUS CONSTRUCTION RETAINED FOR OWN FLEET		INDIGENOUS CONSTRUCTION ALLOCATED TO OTHER BLOC COUNTRIES	EXPORTS TO NON-BLOC COUNTRIES	IMPORTS FROM NON-BLOC COUNTRIES	
	CARGO	TANKER	CARGO	TANKER	CARGO	TANKER	CARGO	CARGO	CARGO	TANKER
East Germany	125,300	-0-	519,760	-0-	125,300	-0-	347,390 ^{a/}			
East Germany							27,000 ^{b/}			
East Germany							3,260 ^{c/}			
Hungary	10,000		50,000		10,000		15,530 ^{a/}			
Poland	189,100	33,000	521,000	27,000	129,950	27,000	98,830 ^{d/}	27,640 ^{e/}	10,000	6,000
Poland									19,400 ^{e/}	
USSR	885,000	346,000	261,000	339,600	261,000	339,600			162,000	6,400
TOTALS	1,209,400	379,000	1,351,760	366,600	526,250	366,600	492,010	27,640	221,400	12,400

a/ To USSR
b/ To Communist China
c/ To Bulgaria
d/ To Brazil
e/ Second hand ships

Table 7

COMPARISON OF FREE-WORLD DELIVERIES OF OCEAN-GOING SHIPS TO THE SINO-SOVIET BLOC
WITH TOTAL FREE-WORLD DELIVERIES OF OCEAN-GOING SHIPS - 1955

COUNTRY	FREE-WORLD SHIP DELIVERIES-1955					
	TOTAL 1/		TO SINO-SOVIET BLOC		PER CENT	
	NO.	GRT	NO.	GRT	NO.	GRT
A. COCOM COUNTRIES						
Belgium	13	81,427	5	9,302	38.4	11.4
Denmark	39	150,773	4	6,720	10.3	4.5
France	52	370,857	-0-	-0-	-0-	-0-
West Germany	381	960,347	10	24,325	2.4	2.5
Italy	35	126,333	-0-	-0-	-0-	-0-
Japan	158	561,390	2	333	-0-	-0-
Netherlands	155	499,039	10	16,958	6.4	3.3
Norway	62	146,855	-0-	-0-	-0-	-0-
United Kingdom	259	1,321,873	-0-	-0-	-0-	-0-
TOTAL COCOM COUNTRIES	1154	4,224,886	31	57,638	2.6	1.3
B. NON-COCOM COUNTRIES						
Finland	40	46,809	40	46,809	100	100
Sweden	86	508,313	11	9,028	12.8	1.8
TOTAL NON-COCOM COUNTRIES	126	557,132	51	57,837	39.5	10
TOTAL ALL COUNTRIES	1280	4,782,018	82	115,475	5.6	2.3

1/ With the exception of Finnish delivery data, all information is based on Lloyd's Register and refers to self-propelled ships over 100 GRT. Finnish data have been compiled from various classified reports.

Table 8

COMPARISON OF FREE-WORLD DELIVERIES OF OCEAN-GOING SHIPS TO THE SINO-SOVIET BLOC
WITH TOTAL FREE-WORLD DELIVERIES OF OCEAN GOING-SHIPS - 1956

← FREE-WORLD SHIP DELIVERIES-1956 →						
COUNTRY	TOTAL 1/		TO SINO-SOVIET BLOC		PER CENT	
	NO.	GRT	NO.	GRT	NO.	GRT
A. COCOM COUNTRIES						
Belgium	25	114,096	4	10,191	16	8.9
Denmark	36	136,946	5	8,400	14	5.7
France	62	252,537	6	30,000	-0-	-0-
West Germany	417	1,083,963	18	50,820	4	4.6
Italy	58	270,455	-0-	-0-	-0-	-0-
Japan	297	1,538,237	3	710	0.6	0.4
Netherlands	155	394,668	1	3,550	0.6	0.9
Norway	72	186,013	-0-	-0-	-0-	-0-
United Kingdom	291	1,456,522	6	4,050	2.1	0.3
TOTAL COCOM COUNTRIES	1,413	5,433,437	43	107,721	3	2
B. NON-COCOM COUNTRIES						
Finland	43	44,480	43	44,480	100	100
Sweden	84	484,231	22	19,742	25	4
TOTAL NON-COCOM COUNTRIES	127	527,711	65	63,222	52.6	12.6
TOTAL ALL COUNTRIES	1540	5,961,148	108	170,943	7.3	2.9

1/ With the exception of Finnish delivery data, all information is based on Lloyd's Register and refers to self-propelled ships over 100 GRT. Finnish data have been compiled from various classified reports.

S-E-C-R-E-TTable 9

DELIVERIES OF OCEAN-GOING SHIPS TO THE SINO-SOVIET BLOC - 1955
(SELF-PROPELLED SHIPS OVER 100 GRT)

TYPE OF SHIP	TOTAL		SINO-SOVIET BLOC		FREE WORLD CONSTRUCTION			
	CONSTRUCTION		CONSTRUCTION		TOTAL FREE WORLD	COCOM		NON-COCOM
	NO.	GRT	NO.	GRT	NO.	GRT	NO.	GRT
DRY CARGO Under 1,000 GRT	13	6,862	13	6,862	-0-	-0-	-0-	-0-
1,001 3,000 GRT	23	46,058	12	22,574	11	23,484	5	9,302
3,001 5,000 GRT	15	54,245	15	54,245	-0-	-0-	-0-	-0-
Over 5,000 GRT	1	5,457	-0-	-0-	1	5,457	-0-	-0-
TOTAL DRY CARGO	52	112,622	40	83,681	12	28,941	5	9,302
TANKERS	16	85,907	9	73,257	7	12,650	-0-	-0-
REEFER	36	43,850	26	17,394	10	26,456	9	24,700
PASSENGER	3	4,950	3	4,950	-0-	-0-	-0-	-0-
FISHING VESSELS	n.o.	145,512	n.o.	109,000*	35	36,512	8	20,400
TOTAL DELIVERIES	107	392,841	78	288,282	64	104,559	22	54,402

* Estimated

S-E-C-R-E-T

S-E-C-R-E-T

Table 10

DELIVERIES OF OCEAN-GOING MERCHANT SHIPS TO THE SINO-SOVIET BLOC - 1956
(SELF PROPELLED SHIPS OVER 100 GRT)

TYPE OF SHIP	TOTAL		SINO-SOVIET BLOC		TOTAL		FREE-WORLD CONSTRUCTION		NON-COCOM	
	CONSTRUCTION NO.	GRT	CONSTRUCTION NO.	GRT	NO.	GRT	COCOM NO.	GRT	NO.	GRT
DRY CARGO Under 1,000 GRT	7	4,323	7	4,323	-0-	-0-	-0-	-0-	-0-	-0-
1,001 3,000 GRT	26	51,746	19	37,385	7	14,361	3	5,691	4	8,670
3,001 5,000 GRT	18	67,688	17	63,188	7	34,500	7	34,500	-0-	-0-
Over 5,000 GRT	11	61,068	4	25,368	1	5,700	-0-	-0-	1	5,700
TOTAL DRY CARGO	62	184,825	47	130,264	15	54,561	10	40,191	5	14,370
TANKER	15	106,725	13	100,325	2	6,400	-0-	-0-	2	6,400
REEFER	36	62,950	22	28,856	14	34,094	10	27,070	4	7,024
PASSENGER	6	9,054	6	9,054	-0-	-0-	-0-	-0-	-0-	-0-
FISHING VESSELS	n.a.	147,118	n.a.	84,100*	58	63,018	21	40,080	37	22,938
TOTAL DELIVERIES	119	510,672	88	352,599	89	158,073	41	107,341	48	50,732

* Estimated

-26-

S-E-C-R-E-T

S-E-C-R-E-T

Table 11

COMPARISON OF DELIVERIES OF OCEAN-GOING SHIPS TO THE SINO-SOVIET BLOC
FROM FREE-WORLD AND SINO-SOVIET BLOC COUNTRIES
BY SHIP TYPES AND RELATIVE PERCENTAGES OF GRT TOTALS, 1955

TYPE OF SHIP	TOTAL CONSTRUCTION	SINO-SOVIET BLOC CONSTRUCTION	FREE WORLD CONSTRUCTION		
			TOTAL	COCOM	NCM-COCOM
DRY CARGO	100	74	26	8	18
TANKER	100	85	15	0	15
REEFER	100	40	60	56	4
PASSENGER	100	100	0	0	0
FISHING VESSELS	100	75	25	14	11
TOTAL DELIVERIES	100	73	27	14	13

S-E-C-R-E-T

S-E-C-R-E-T

Table 12

COMPARISON OF DELIVERIES OF OCEAN-GOING SHIPS TO THE SINO-SOVIET BLOC
FROM FREE-WORLD AND SINO-SOVIET BLOC COUNTRIES
BY SHIP TYPES AND RELATIVE PERCENTAGES OF GRT TOTALS, 1956

TYPE OF SHIP	TOTAL CONSTRUCTION	SINO-SOVIET BLOC CONSTRUCTION	FREE-WORLD CONSTRUCTION		
			TOTAL	COCOM	NON-COCOM
DRY CARGO	100	70	30	22	8
TANKER	100	94	6	0	6
REEFER	100	46	54	43	11
PASSENGER	100	100	0	0	0
FISHING VESSELS	100	57	43	27	16
TOTAL DELIVERIES	100	69	31	21	10

S-E-C-R-E-T

S-E-C-R-E-T

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Table 13

DELIVERIES OF OCEAN-GOING SHIPS TO THE SINO-SOVIET BLOC FROM FREE-WORLD COUNTRIES - 1955
(SELF-PROPELLED SHIPS OVER 100 GRT)

DRY CARGO												OTHER						TOTAL			
BUILT BY	BUILT FOR	000-3,000		3,001-5,000		OVER 5,000		TOTAL		TANKERS		REEFERS		TRAWLERS		DREDGES		MISCELL.		ALL SHIPS	
		NO.	GRT	NO.	GRT	NO.	GRT	NO.	GRT	NO.	GRT	NO.	GRT	NO.	GRT	NO.	GRT	NO.	GRT	NO.	GRT
A. COCOM COUNTRIES																					
Belgium	USSR	5	9,302	-0-	-0-	-0-	-0-	5	9,302	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	5	9,302
Denmark	USSR	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	4	6,720	-0-	-0-	-0-	-0-	-0-	-0-	4	6,720
West Germany	USSR	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	1	3,780	8	20,400	-0-	-0-	-0-	-0-	9	24,180
West Germany	Poland	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	1	145	1	145
Japan	USSR	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	2	333	2	333
Netherlands	USSR	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	4	14,200	-0-	-0-	6	2,758	-0-	-0-	10	16,958
TOTAL COCOM COUNTRIES		5	9,302	-0-	-0-	-0-	-0-	5	9,302	-0-	-0-	9	24,700	8	20,400	6	2,758	3	478	31	57,638
B. NON-COCOM COUNTRIES																					
Finland	Comm.China	3	6,900	-0-	-0-	-0-	-0-	3	6,900	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	3	6,900
Finland	USSR	3	7,282	-0-	-0-	1	5,457	4	12,739	7	12,650	-0-	-0-	17	8,840	-0-	-0-	9	7,680	37	41,909
Sweden	USSR	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	1	1,756	10	7,272	-0-	-0-	-0-	-0-	11	9,028
TOTAL NON-COCOM COUNTRIES		6	14,182	-0-	-0-	1	5,457	7	19,639	7	12,650	1	1,756	27	16,112	-0-	-0-	9	7,680	51	57,837
TOTAL FREE-WORLD COUNTRIES		11	23,484	-0-	-0-	1	5,457	12	28,941	7	12,650	10	26,456	35	36,512	6	2,758	12	8,158	82	115,475

-29-

S-E-C-R-E-T

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S-E-C-R-E-TTable 11

DELIVERIES OF OCEAN-GOING SHIPS TO THE SINO-SOVIET BLOC FROM FREE-WORLD COUNTRIES - 1956
(SELF-PROPELLED SHIPS OVER 100 GRT)

BUILT BY	BUILT FOR	DRY CARGO								OTHER								TOTAL			
		1,000-3,000 NO. GRT	3,001-5,000 NO. GRT	OVER 5,000 NO. GRT	TOTAL NO. GRT	TANKERS NO. GRT	REEFERS NO. GRT	TRAWLERS NO. GRT	ICEBREAKERS NO. GRT	MISCELL. NO. GRT	ALL SHIPS NO. GRT										
A. COCOM COUNTRIES																					
Belgium	USSR	3	5,691	1	4,500	-0-	-0-	4	10,191	-0-	-0-	-0-	-0-	-0-	-0-	-0-	4	10,191			
Denmark	USSR	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	5	8,400	-0-	-0-	-0-	-0-	-0-	5	8,400			
France	USSR	-0-	-0-	6	30,000	-0-	-0-	6	30,000	-0-	-0-	-0-	-0-	-0-	-0-	-0-	6	30,000			
West Germany	USSR	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	4	15,120	14	35,700	-0-	-0-	-0-	18	50,820			
Japan	USSR	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	1	330	-0-	-0-	2	380	3	720		
Netherlands	USSR	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	1	3,550	-0-	-0-	-0-	-0-	-0-	1	3,550			
United Kingdom	USSR	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	6	4,050	-0-	-0-	-0-	6	4,050			
TOTAL COCOM COUNTRIES		3	5,691	7	34,500	-0-	-0-	10	40,191	-0-	-0-	10	27,070	21	40,080	-0-	-0-	2	380	43	107,721
B. NON-COCOM COUNTRIES																					
Finland	Comm.China	1	2,370	-0-	-0-	-0-	-0-	1	2,370	-0-	-0-	-0-	-0-	-0-	-0-	-0-	1	2,370			
Finland	USSR	3	6,300	-0-	-0-	1	5,700	4	12,000	2	6,400	-0-	-0-	19	10,220	1	3,850	16	8,640	42	41,120
Sweden	USSR	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	4	7,024	18	12,718	-0-	-0-	-0-	22	19,742			
TOTAL NON-COCOM COUNTRIES		4	8,670	-0-	-0-	1	5,700	5	14,370	2	6,400	4	7,024	37	22,938	1	3,850	16	8,640	65	67,942
TOTAL FREE-WORLD COUNTRIES		7	14,361	7	34,500	1	5,700	15	54,561	2	6,400	14	34,094	58	63,018	1	3,850	18	9,020	108	170,943

S-E-C-R-E-T

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Table 15

DELIVERIES OF OCEAN-GOING MERCHANT SHIPS TO THE SINO-SOVIET BLOC
FROM SINO-SOVIET BLOC COUNTRIES - 1955 ^{1/}
(SELF-PROPELLED SHIPS OVER 100 GRT, FISHING VESSELS EXCLUDED)

BUILT BY	BUILT FOR	TYPE OF SHIP								OTHER								TOTAL ALL SHIPS	
		DRY CARGO																NO.	GRT
		UNDER 1,000		1,000-3,000		3,000-5,000		OVER 5,000		TOTAL		TANKERS		REEFERS		PASSENGER		OTHER	
		NO.	GRT	NO.	GRT	NO.	GRT	NO.	GRT	NO.	GRT	NO.	GRT	NO.	GRT	NO.	GRT	NO.	GRT
Comm. China	Comm. China	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	1	2,672	-0-	-0-
East Germany	East Germany	7	3,010	1	1,106	-0-	-0-	-0-	-0-	8	4,116	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-
East Germany	USSR	-0-	-0-	-0-	-0-	6	19,548	-0-	-0-	6	19,548	-0-	-0-	26	17,394	1	1,091	-0-	-0-
Hungary	Hungary	-0-	-0-	1	1,281	-0-	-0-	-0-	-0-	1	1,281	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-
Hungary	Poland	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	1	1,187	-0-	-0-
Hungary	USSR	-0-	-0-	4	4,818	-0-	-0-	-0-	-0-	4	4,818	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-
Poland	Comm. China	1	613	-0-	-0-	-0-	-0-	-0-	-0-	1	613	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-
Poland	Poland	2	1,223	1	2,586	2	7,622	-0-	-0-	5	11,433	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-
Poland	USSR	3	2,016	5	12,781	7	27,075	-0-	-0-	15	41,872	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-
USSR	USSR	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	9	73,257	-0-	-0-	-0-	-0-	1	368
TOTAL		13	6,862	12	22,574	15	54,245	-0-	-0-	40	83,681	9	73,257	26	17,394	3	4,950	1	368
																		79	179,650

^{1/} The information provided by this table is based on the latest revision of ONI-36-1A "SINO/SOVIET BLOC MERCHANT SHIPS" CONFIDENTIAL.

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S-E-C-R-E-T

Table 16

DELIVERIES OF OCEAN-GOING MERCHANT SHIPS TO THE SINO-SOVIET BLOC
FROM SINO-SOVIET BLOC COUNTRIES - 1956 1/
(SELF-PROPELLED SHIPS OVER 100 GRT, FISHING VESSELS EXCLUDED)

TYPE OF SHIP														OTHER								TOTAL ALL SHIPS	
DRY CARGO																							
BUILT BY	BUILT FOR	UNDER 1,000 NO.	1,001-3,000 GRT	3,001-5,000 NO.	5,001-10,000 GRT	OVER 10,000 NO.	10,001-15,000 GRT	TOTAL NO.	15,001-20,000 GRT	TANKERS NO.	20,001-25,000 GRT	REEFERS NO.	25,001-30,000 GRT	PASSENGERS NO.	30,001-35,000 GRT	OTHER NO.	35,001-40,000 GRT	TOTAL NO.	40,001-45,000 GRT				
Communist China	Comm. China	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	1	2,672	-0-	-0-	1	2,672				
East Germany	East Germany	-0-	-0-	1	1,303	-0-	-0-	-0-	-0-	1	1,303	-0-	-0-	-0-	-0-	-0-	-0-	1	1,303				
East Germany	USSR	-0-	-0-	-0-	-0-	3	9,774	-0-	-0-	3	9,774	-0-	-0-	19	13,205	5	6,382	-0-	-0-	27	29,361		
Hungary	Comm. China	-0-	-0-	2	2,422	-0-	-0-	-0-	-0-	2	2,422	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	2	2,422		
Hungary	Hungary	-0-	-0-	1	1,150	-0-	-0-	-0-	-0-	1	1,150	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	1	1,150		
Hungary	USSR	-0-	-0-	5	6,049	-0-	-0-	-0-	-0-	5	6,049	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	5	6,049		
Poland	Comm. China	2	1,226	-0-	-0-	-0-	-0-	-0-	-0-	2	1,226	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	2	1,226		
Poland	Poland	4	2,459	2	5,142	1	3,807	2	14,380	9	25,788	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	9	25,788		
Poland	USSR	1	638	8	21,519	13	49,607	-0-	-0-	22	71,764	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	22	71,764		
USSR	USSR	-0-	-0-	-0-	-0-	-0-	-0-	2	10,988	2	10,988	13	100,325	3	15,651	-0-	-0-	-0-	-0-	18	126,964		
TOTAL		7	4,323	19	37,385	17	63,188	4	25,368	47	130,264	13	100,325	22	28,856	6	9,054	-0-	-0-	88	268,499		

1/ The information provided by this table is based on the latest revision of ONI-36-1A "Sino/Soviet Bloc Merchant Ships" CONFIDENTIAL

S-E-C-R-E-T

Table 17

OCEAN-GOING SHIPS UNDER CONSTRUCTION FOR THE SINO-SOVIET BLOC IN FREE-WORLD COUNTRIES - 1 January 1957
(SELF PROPELLED SHIPS OVER 100 GRT)

		DRY CARGO								OTHER				TOTAL		
BUILT BY	BUILT FOR	1,000 - 3,000 NO.	GRT	3,001 - 5,000 NO.	GRT	OVER 5,000 NO.	GRT	TOTAL NO.	GRT	TANKERS NO.	REEFERS NO.	TRAWLERS NO.	DREDGES NO.	MISCELL. NO.	ALL SHIPS NO.	GRT
A. COCOM COUNTRIES																
Belgium	USSR	-0-	-0-	1	4,500	-0-	-0-	1	4,500	-0-	-0-	-0-	-0-	-0-	-0-	4,500
West Germany	USSR	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	2	5,100	-0-	-0-	5,100
Netherlands	USSR	-0-	-0-	-0-	-0-	2	15,006	2	15,006	-0-	-0-	-0-	-0-	-0-	-0-	15,006
United Kingdom	USSR	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	4	2,700	-0-	-0-	2,700
TOTAL COCOM COUNTRIES		-0-	-0-	1	4,500	2	15,006	3	19,506	-0-	-0-	6	7,800	-0-	-0-	27,306
B. NON-COCOM COUNTRIES																
Finland	Comm.China	1	2,370	-0-	-0-	-0-	-0-	1	2,370	-0-	-0-	-0-	-0-	-0-	-0-	2,370
Finland	Poland	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	2	6,000	-0-	-0-	-0-	-0-	6,000
Finland	USSR	1	1,700	-0-	-0-	-0-	-0-	1	1,700	-0-	-0-	-0-	-0-	-0-	-0-	1,700
TOTAL NON-COCOM COUNTRIES		2	4,070	-0-	-0-	-0-	-0-	2	4,070	2	6,000	-0-	-0-	-0-	-0-	10,070
TOTAL FREE-WORLD COUNTRIES		2	4,070	1	4,500	2	15,006	5	23,576	2	6,000	6	7,800	-0-	-0-	37,376

Table 18

OCEAN-GOING SHIPS ON ORDER FOR THE SINO-SOVIET BLOC IN FREE-WORLD COUNTRIES - 1 January 1957
(SELF PROPELLED SHIPS OVER 100 GRT)

TO BE BUILT BY	TO BE BUILT FOR	DRY CARGO						OTHER						TOTAL	
		1,000-3,000	3,001-5,000	OVER 5,000	TOTAL	TANKERS	REEFERS	TRAWLERS	ICEBREAKERS	MISCELL.	ALL SHIPS				
		NO.	GRT	NO.	GRT	NO.	GRT	NO.	GRT	NO.	GRT	NO.	GRT	NO.	GRT
A. COCOM COUNTRIES															
Belgium	USSR	-0-	-0-	3	13,500	-0-	-0-	3	13,500	-0-	-0-	-0-	-0-	3	13,500
Denmark	USSR	-0-	-0-	-0-	-0-	2	19,200	2	19,200	-0-	-0-	5	12,180	-0-	-0-
West Germany	Czechoslovakia	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	1	750
West Germany	USSR	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	2	7,560	-0-	-0-	1	1,000
Netherlands	USSR	-0-	-0-	-0-	-0-	4	30,012	4	30,012	-0-	-0-	-0-	-0-	-0-	-0-
United Kingdom	Poland	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	2	2,700
United Kingdom	USSR	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-
TOTAL COCOM COUNTRIES		-0-	-0-	3	13,500	6	49,212	9	62,712	-0-	-0-	7	20,040	10	6,750
B. NON-COCOM COUNTRIES															
Finland	Comm. China	1	2,370	-0-	-0-	-0-	-0-	1	2,370	-0-	-0-	-0-	-0-	-0-	-0-
Finland	USSR	5	8,500	-0-	-0-	3	17,100	8	25,600	-0-	-0-	-0-	-0-	1	9,500
Yugoslavia	Poland	-0-	-0-	-0-	-0-	4	40,000	4	40,000	-0-	-0-	-0-	-0-	-0-	-0-
TOTAL NON-COCOM COUNTRIES		6	10,870	-0-	-0-	7	57,100	13	67,970	-0-	-0-	-0-	-0-	1	9,500
TOTAL FREE-WORLD COUNTRIES		6	10,870	3	13,500	13	106,312	22	130,682	-0-	-0-	7	20,040	10	6,750